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Combat Crew

strategic air command

★★★★ JANUARY 1988

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1988 THE YEAR OF THE
SAC ALERT FORCE

When our Secretary of State, George Shultz, visited SAC headquarters recently, he paid this command an enormous compliment. He said that among the many things that impressed him, the thing that impressed him most was that "SAC is ready to go to war today, while most other military organizations are training to go sometime."

It is that theme — being ready to go at a moment's notice to defend this great nation of ours — that I want to address in this article.

Being ready to respond immediately is a critical part of our deterrent mission. We must be so visibly ready — so professional — so capable — that our adversaries know beyond doubt that an attack on us would subject them to immediate, devastating retaliation. Throughout the years, SAC's alert force has been the cutting edge of our "ready to go" capability.

I can testify from personal experience that alert duty is a tough, demanding job. It involves sacrifices from the crews, from the people who support them, and from the families who endure the long hours, understand the pressures, and share those sacrifices. But no job in the military is more important. Deterrence — keeping the peace — is built on the shoulders of our alert force.

The SAC alert force began standing guard for this nation on 1 October 1957. We have maintained the vigil for more than 30 years. . .more than 11,000 days. . .24 hours a day, every day. During good times and bad, it has been the vigilance, dedication, and strength of SAC's alert force which have allowed Americans to live in freedom.

So, it is essential that the importance of alert duty is fully recognized: by the people who pull it; by their colleagues in SAC and in the other commands and military services; and by the American people who owe the SAC alert force so much. To help recognize the importance of SAC alert, I have declared 1988 to be the "Year of the SAC Alert Force."

During 1988, we're going to reaffirm the importance of SAC alert, enhance the prestige of the alert force, and upgrade the alert force environment. To help make these things happen, a cross-staff group is already at work at headquarters. Several projects are underway. Initiatives include efforts aimed at upgrading alert facilities, streamlining procedures, "getting the word out" to the public about SAC alert, and making sure that our awards programs adequately address the contributions of the alert force. Additional initiatives are forthcoming.

The work of the headquarters group is important, but we are counting most of all on good ideas from the units — from the people who pull alert — to make the "Year of the SAC Alert Force" a resounding success. I encourage you to share your ideas with others across the command. The numbered air forces and 1st STRAD will catalogue new ideas and initiatives so we can all benefit from them. We need your help to make it a world-class program.

We do a lot of things in SAC that are important, but nothing is more important than our alert commitment. Our adversaries know the importance of the SAC alert force. They know that if they start a fight with us, they will have to deal with the awesome retaliatory capability of the finest military force on the face of the earth. Our President knows the importance of the SAC alert force. He recently wrote a letter to the men and women of Strategic Air Command in which he said ". . .SAC's demonstrated readiness has been a cornerstone of peace and security for the free world." And, the American people increasingly know that it is the dedication and vigilance of the SAC alert force that safeguard the freedom and security of our nation.

SAC is indeed ready to go to war today. We are confident we can carry out our mission, anytime, anywhere. The people who pull alert, and those who support them, guard this nation on freedom's front line. I'm enormously proud of our alert force. I look forward to celebrating the "Year of the SAC Alert Force" with the men and women of our alert team who serve our nation so well. ★★★★

GENERAL JOHN T. CHAIN, JR.
COMMANDER IN CHIEF
STRATEGIC AIR COMMAND

D 301.81:38/1

Combat Crew

Magazine of the Strategic Air Command—38th Year of Publication

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On Our Covers
A sixties-era B-52 on alert armed with the Hound Dog surface-to-air missile (front cover) and a KC-135 (back cover) signify the 30-year vigil of the SAC alert force.

SACSP 127-1 VOL. XXXVIII NO. 1 JANUARY 1988

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Contributions are encouraged as well as comments and criticism. Direct correspondence with the Editor is authorized. Address correspondence to Editor, Combat Crew, HQ SAC/IGFE Offutt AFB, NE 68113-5001 AV 271-2620/6221.

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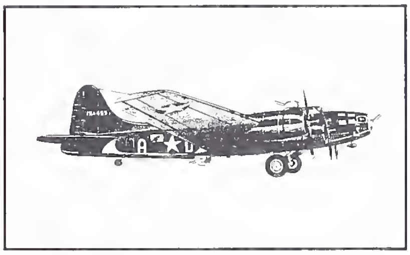

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My First Alert Tour

A-Non-E-Mouse

There's nothing quite as exciting as your first alert tour as a brand new aircraft commander. With the certification behind, you're ready to start earning your alert pay. I felt pretty lucky with the crew I had. The pilot was fairly experienced, the navigator young, but not brand new, and the boom operator was a charger. Changeover took a little longer than normal as I struggled through the checklist, but I figured I had plenty of time to do it right.

Many people spend a lot of time on alert trying to guess when the next horn will blow. I've seen guys stay up and dressed half the night waiting for them. I was particularly fortunate to be on the fringes of the trusted agent category and thus I knew when the next scheduled practice horn would occur. I could have shared the info with the crew, but as a young AC I wanted to see how the team would react under fire.

The exercise was scheduled to kickoff during the monthly flying safety meeting. That solved one problem since the crew would be together. Another plus was the fact that the aircraft were in repositioned parking on the field and were actually closer to the squadron which would cut our response time down considerably. It was going to be interesting.

The horn went off and everyone scrambled for the trucks. We had briefed each individual's responsibilities and quickly went over them as we drove out.

"In case the chief isn't there get the chocks, pilot.

"Boom, you're the fireguard until the chief shows."

I suddenly remembered the crew chief telling me during changeover that this was his first tour and he had never been through a horn before. I told the pilot to help the chief.

As we pulled up to the spot I told everyone, "Take an extra look around and make sure we're not missing anything." The boom dropped us off and parked the truck. We were hustling up the ladder as the chief showed. Great! Up the ladder, hop in the seat, slap on the headphones, hit the battery switch, set the brakes, check the pressure, and we're ready to go.

"Clear on one and four?"

"Roger, clear."

Switches down, Start Selector CTG. There they go.

Wow, look at them wind up! Throttles over the hump. This is smooth! 20% rpm and climbing 25%, 28% and suddenly it starts to roll back on down. What the. . .

"Hey boom are those breakers in?" We need an air cart.

"Control, we have a malfunction on spot 99, we need an air cart fast."

"Breakers check in, AC." Hack the clock.

"Hey ground, do you see the maintenance van anywhere?"

"No sir."

"Control, I need an air cart on 99, do you copy?" How come control won't talk to us?

"Hey Control, do you copy spot 99? Anybody, copy 99?"

"Yeah, loud and clear. Hey Control, this is 95, they need an air cart on spot 99."

"Ah, copy 95."

Anytime today.

Know the whereabouts of the nearest air cart in case you need it.

"AC, it's just a start exercise."

"Thanks, nav."

"Ground, do you see anybody down there?"

"No sir, they're all buttoned up."

"Hey Control, we need that air cart or we won't make our time."

"Spot 99, this is Charlie, they're on the way."

"Thanks sir."

There he comes, looks like the wing commander's with him. Great. Hey, why is he pointing at my aircraft? What the...

I turned around to see my trusty pilot with the breech open on the number one engine trying to remove and install a new cartridge. I looked at the clock. 5+30 had elapsed. Unfortunately Charlie didn't know that. As he ran across the ramp waving his arms a sick feeling started to grow in the pit of my gut. This wasn't the way it was supposed to be.

With all the noise on the ramp it was impossible to explain to the DO what was going on so the pilot just came back on board. Still no air cart.

As the clock struck 12 there I sat, the wing commander sitting in the car in front of my plane next to the DO who was shaking his head. Where was that cart?

After the alert force was polled and starting to shut down their engines, the maintenance vans came screaming around the corner with a cart in tow. It seems they had been circling the alert facility in case anyone was left behind and needed a ride.

We demonstrated a start capability and shut down. The car was still there.

As we pulled the breakers to install new carts and cocked back on, the wing commander got out and headed over. I unstrapped and headed down to take my medicine. As I turned from the ladder the commander was pointing to a two inch piece of red fabric sticking out of the nose doors. We depressurized and lowered the doors to find the nose gear pin securely installed. The crew chief had inserted the pin for tire rotation that morning. Oh well, I was never happy doing a job halfway.

It was real quiet as we walked over to the wheel well.

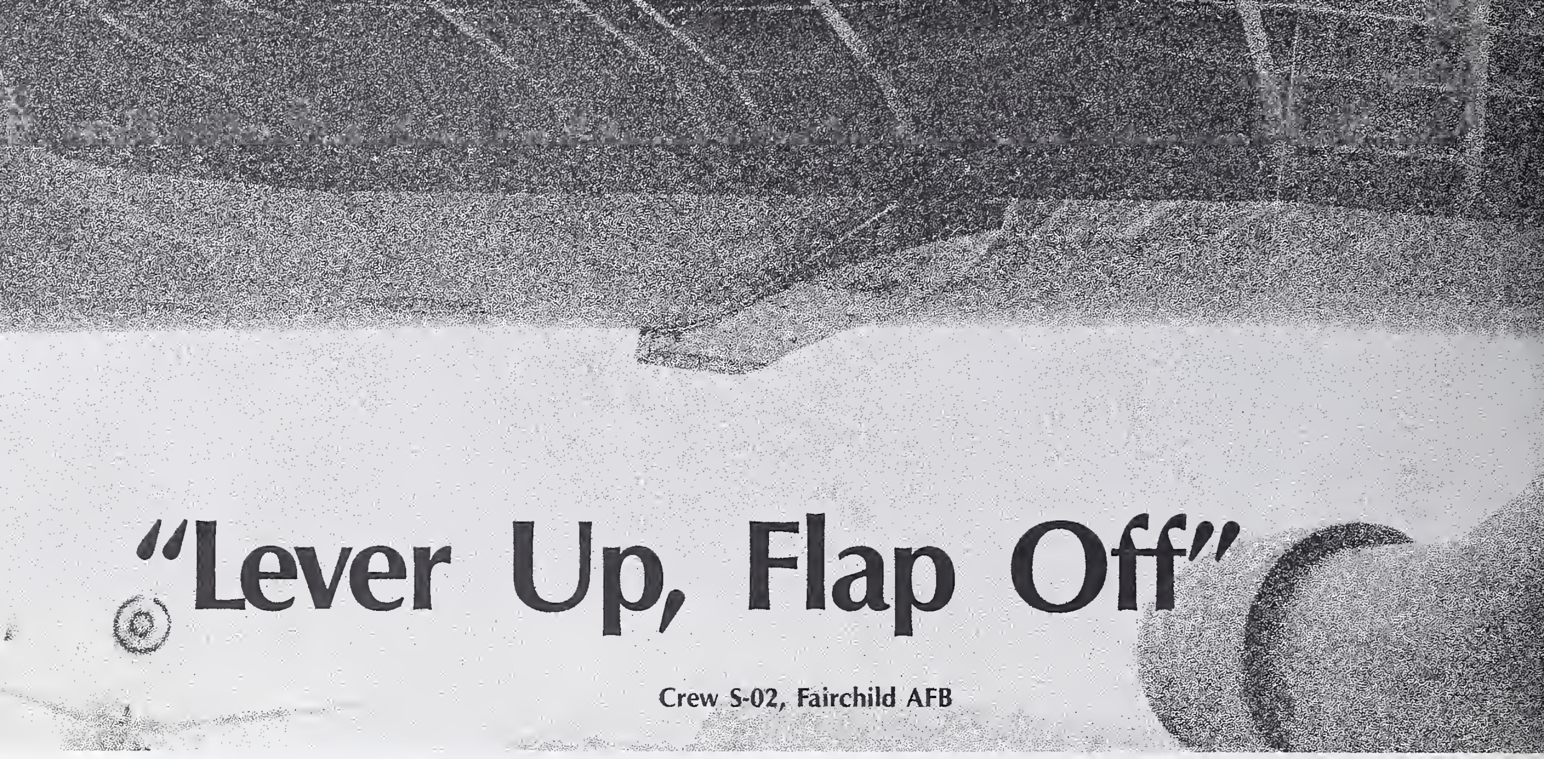
The commander asked me what I thought had happened. I told him the breakers were either barely out or I had just plain blown it. No excuse for the streamer although I had scanned the plane before climbing on board. He was also concerned about opening the breech too soon, but I told him it was a spent cart that we had timed for five minutes. What did I think?

I said I had blown it by not anticipating every possible contingency.

"That's right," he said. "Remember, no matter who makes the mistake it all comes down to the aircraft commander. If he can't hack it we can replace him. I don't expect this to happen again." With that he turned and left.

It's been seven years since that first alert exercise, but I haven't forgotten a single thing I learned that day. I brief my crew like it's their first tour every time. I expect them to make mistakes and ask them to watch me. I don't trust anyone including myself. I never ask anyone to complete the daily preflight unless I'm there. I'm responsible for my airplane, so I count my own gear pins. I press the breakers myself when I come up the ladder. I check my own battery charge. No one goes anywhere during an exercise without telling me. I also know where the maintenance trucks are at all times and I scream bloody murder when I need Control's attention. I also stress the importance of doing things correctly—not just fast. If we don't miss a thing and end up last, I can live with that. I don't want to be the first one done and have to go back to redo a checklist item or two.

Some people earn three or four combat readiness medals without experiencing the same scenario I was confronted with. It can happen to anyone who refuses to take the right action and nip it in the bud, like it did to me.



"Lever Up, Flap Off"

Crew S-02, Fairchild AFB

On 25 August 1987, at 1511L the proprietor of a salvage yard five miles northwest of Nellis AFB noticed a large object fall from the sky and strike a nearby railroad track. Apparently an aircraft flying out of the base had lost something. . .something big!

Just seconds earlier, Crew S-02 from Fairchild AFB commanded by Maj Damon Stephens, had taken off from Nellis as lead of a two ship B-52 cell participating in Red Flag. The "Blue Force" commander from Cannon AFB, New Mexico, elected to accompany the crew.

It was the first day of the "war" and the "Blue Force" commander's first B-52 mission. Immediately after takeoff and passing 500 feet AGL, Maj Stephens started a right turn to a heading of 345 degrees complying with the SID. Rolling wings level and in the climb at approximately 2200 feet AGL, Maj Stephens directed flap retraction. Shortly after initiating the flap retraction sequence a sharp distinct bang was heard and felt throughout the aircraft. Seconds later at 2600 feet AGL, a louder screeching sound was heard and the aircraft began to vibrate, roll violently out of control and lose altitude. The flap indicator showed the right flap stuck at 90 percent while left flap continued to track normally: "split flaps"?

Immediately, Lt McCauley, the pilot, placed the flap lever off, then down in an attempt to regain a symmetrical flaps configuration. To make matters worse, the crew, flying a crippled aircraft, was tracking directly into a 9775 foot mountain ridge northwest of Nellis. At this point, Maj Stephens was countering the roll and uncommanded descent by using full left spoiler, full aft yoke, full left rudder, airbrakes 2, and asymmetric thrust. These immediate control inputs regained control of the aircraft and brought it to 30 degrees of right bank, and stopped the descent at 2200′ AGL, 5700 feet below the ridge line. By now the aircraft was within six miles of the mountains and closing. Capt Offel, the radar navigator and Lt Donnelly, the navigator, advised the pilots that a climbing right turn was required to remain clear of the rising terrain. As Capt Offel and Lt Donnelly called altitudes, Maj Stephens eased the aircraft into a 200-300 fpm climb and began a turn away from the mountains. As the airspeed increased from 170 to 210 knots and the altitude approached 8000 feet MSL, the mountains slipped by two miles off the left wing. Continuing the climb to 15,000 feet MSL, Lt McCauley contacted departure control. The first question asked was, "Do you have a problem, and did you lose something?" The answer was obvious.

The radios became the next obstacle to overcome. During the entire situation, one controlling agency or another attempted to talk with and "help" the crew. Gravely concerned with assessing the situation and determining the corrective action required to safely recover the aircraft, Maj Stephens and Lt McCauley had little time to answer questions on the radios. The entire crew assisted the pilot team with radio communications, while the navigators cleared the flight path of all obstacles—including mountain peaks and numerous thunderstorms. By now several different agencies, along with the B-52 wingman, were talking with the crew. An A-7 pilot, unfamiliar with the "Buff," was the first aircraft to join up with the ailing B-52. After coordinating with the crew and looking the aircraft over, his comments were startling: "What you have on your left side, you **don't** have on your right side, and there's a great deal of fuel streaming from the right wing."

Lt McCauley confirmed a leak in the number three main tank and noted a loss of 8,000 pounds of fuel. Additionally, according to the fuel gauges, all fuel in the right outboard and right external tanks was lost.

Immediately Maj Stephens requested his wingman, who had taken off several minutes later and had just now joined the formation, to confirm the information. Capt Glen Klingshirn, aircraft commander of the second B-52, confirmed the right inboard flap section missing, and that fuel was leaking from the wing. The fuel leak was clearly seen from a mile in trail and was now obscuring a portion of the right wing. To prevent further fuel loss, Lt McCauley emergency defueled the number three main tank to 5,000 pounds and the fuel leak stopped. With the fuel leak stopped, and 65,000 pounds of fuel on board, the decision was made to head for Edwards AFB, 50 minutes away.

On the way to Edwards, the crew reviewed worst case, egress and survival procedures. The 92 BMW commander, who had flown a B-52 mission from Nellis earlier that day, was now in the process of coordinating the recovery with various agencies and 92 BMW staff personnel on the ground. During the flight to Edwards, Capt Jones, EW officer, and TSgt Snell, gunner, confirmed for the pilots that there was limited data concerning landing with a missing flap section. A conference call was set up with senior Air Force officers and Boeing technical advisers, who also confirmed that very little data was available concerning the handling and flight characteristics of the aircraft with this type of emergency. The pilots performed a controllability check 50 miles out from Edwards to assess the approach speeds and controllability on final.

Let's take a moment to talk about controllability checks. Controllability checks are found in two separate areas in the Dash 11; Section III, page 3-56 and Section VI, page 6-5. This check should be conducted at an altitude at least 10,000 feet above the terrain or cloud cover. If accomplished at altitude, remember to adjust your speeds, e.g., 1% for each 5000 feet above 10,000 feet pressure altitude.

In this particular emergency, a missing flap segment, the best flare speed given in the book may no longer apply. Therefore, you should "reduce speed slowly until the charted best flare speed is reached or until approximately one-half lateral control authority is required to maintain the wings level." "Whichever of these speeds is higher should be used as the best flare speed." Another point should be considered here.

What does one-half lateral control mean? If you said one-half wheel deflection, a review of the chart on page 6-15 of the Dash 11 is in order. The following data was extracted from figure 6-7.

ONE-HALF WHEEL DEFLECTION A/B 0	ONE-HALF WHEEL DEFLECTION A/B 4
54% lateral control	92% lateral control

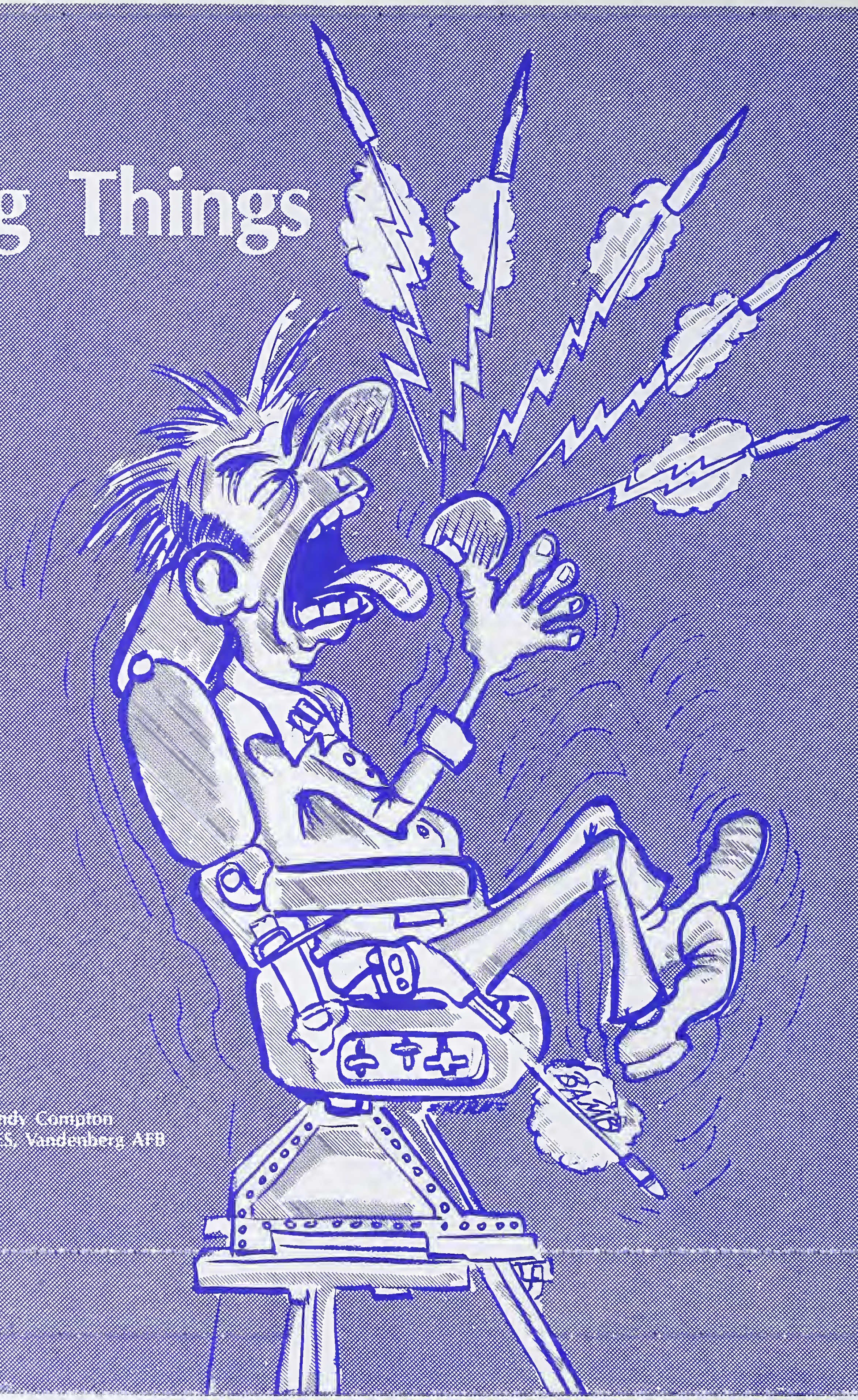
So, remember to configure the aircraft the way you are going to land it, adjust your speeds for altitude, and adjust your one-half lateral control decision for your airbrake position.

Take some time to look at these two sections of the book for more detail on controllability checks.

Although the controls "felt" different they were acceptable. Maj Stephens flew an ILS approach with full left lateral trim, four degrees left rudder trim, 20 degrees left yoke and all available fuel in the left wing for the landing at Edwards AFB. After landing, the crew inspected the aircraft and found the entire right inboard wing flap missing and two large holes on the side of the fuselage along with gouge and scrape marks about the size of the missing flap. The "Blue Force" commander complimented the crew on their outstanding airmanship and professional handling of a very difficult situation. Crew S-02, throughout the entire mission, used crew coordination, training and strict discipline to confront and eliminate a series of potential catastrophic problems. They rose to the challenges of an inflight controllability check and a landing on the dry lake bed at Edwards proving teamwork is critical to the success of the mission.

Crew S-02, top row (L-R): Capt Vic Jones, EWO; Capt Keith Offel, RN; Maj Damon Stephens, AC; bottom row (L-R): TSgt Steve Snell, G; Lt Pete Donnelly, N; Lt Dan McAuley, P.

Big Things



Capt J. Andy Compton
3901 SMES, Vandenberg AFB

Numerous safety precautions are located in the beginning of the operations technical orders for Minuteman and Peacekeeper weapon systems. Missile Combat Crew members are well aware of the possible consequences of failing to comply with any of these precautions. However, there is one hazard not specifically mentioned in the T.O. which caused me to almost lose the end of my right thumb. The hazard, and ultimately a very painful injury, was caused by failing to lock the commander's chair. Normally, there is no requirement to maintain either launch control center (LCC) chair in a locked configuration. Some might consider it silly or a waste of time to ensure the chair is locked. I'll tell of my personal experience, and you draw your own conclusions.

To begin, there were numerous "little things" that eventually gelled into one big accident. If any one of these had been eliminated, the accident would have been prevented. Some would profess destiny or fate was the main causal factor. But in the end, the final cause (the "big thing") was my failing to lock that chair.

Being an avid outdoorsman, I occasionally took a **Field and Stream** or **Outdoor Life** magazine on alert just in case a little slack time allowed me the opportunity to read. I have collected numerous fish and game recipes from this type of publication. I had just found an interesting recipe for dove enchiladas. This was the first "little thing."

I opened the drawer to the commander's console and removed a single-edged razor blade to cut out the recipe. I placed the razor blade back into the drawer (little thing) and failed to close it (little thing). I turned the page and saw an article about a goose hunting club at which I had been a guide for six years. My deputy had heard many stories about my work as a guide at this club. Now there was an opportunity for him to read a professionally written article about it. I got out of my chair (little thing), failed to lock it into position (big thing), and walked back to the deputy's console to show him the article.

After he finished reading the article, I took the magazine and went back to my post. As I approached the console, I was already scanning another page in the magazine (little thing). Just as I arrived at the chair I was reminded of another hazard in the LCC. This particular hazard is pointed out in the LCC briefing portion of the launch control facility activities checklist. It's the tripping hazard of the hinged walkway and specifically the rails on which the chairs slide. Yes sir, I caught a toe on the rail and went into a spin that could have been appropriately followed by "Live, from New York, It's Saturday Night!"

Realizing I was in trouble, I started a 270-degree turn in mid-fall to put myself into proper position to meet the seat of the chair with the applicable portion of my anatomy. I had misjudged the spin a little and started to overshoot my mark. Instinctively, I threw out my right hand to break the spin and partially dampen the fall. My hand came to rest on the front edge of the console with my thumb in the open drawer. It was just as I hit the chair that I knew I'd done a bad thing. The chair became a rocket sled. It moved on those rails at a speed that had never been previously witnessed. The arm of the chair made contact with the front of the drawer, and the drawer closed. It didn't stop when it made contact with my thumb. . .it closed!

I then went into a modified stationary panic. Stationary means that I was in the same relative position. Modified means that I was jumping up and down and spinning around in that position. On each revolution I noticed a new addition to the crew force. . .the red-spotted deputy.

The applicable phone calls to the wing command post and the hospital were made, and a new commander assumed the alert a couple hours later. A good surgeon salvaged my thumb, but the last little bone was broken in three places.

As I stated earlier, "little things" added up to a big accident. But the one "big thing" that could have averted the final outcome was locking the chair in position. Safety precautions are designed to prevent equipment damage and personnel; however, they can't be designed to cover all contingencies. My personal experience is just one example. I've heard numerous stories like mine. Maybe you have too. The bottom line in all the stories I've heard is that one "big thing" could have been avoided to change the outcome. My big thing was failing to lock the chair. It never happened again.

Project Warrior

Maximum Effort

With the scream of falling bombs, the crash of exploding ordnance and the destruction of half of its B-17C and D Flying Fortresses, the 19th Bomb Group was thrust into the middle of WWII. On 8 December 1941, the Japanese caught the 19th on the ground at Clark AB, the Philippines. Fighting back with what it had left, the 19th Bomb Group, the first United States bomb unit to strike the enemy, attacked Japanese shipping with missions of one, two or three airplanes.

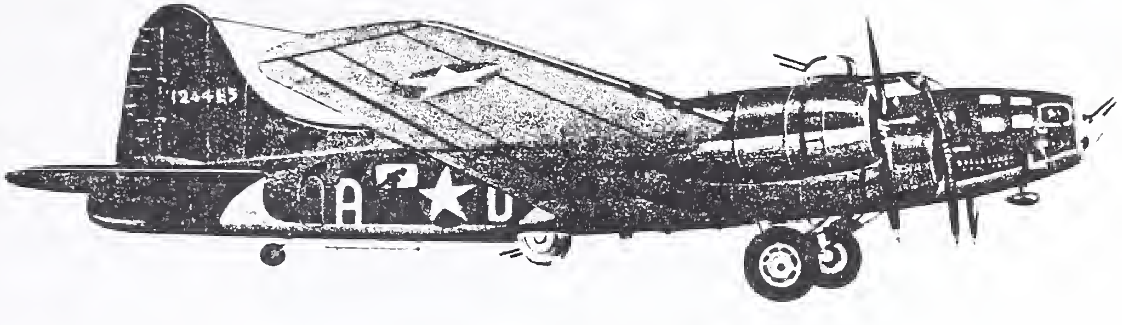
The men of the 19th knew they would be on the front line of defense when they moved to the Philippines in October of that year. One of those men was 2Lt Harl Pease, Jr. Special Order 1 of the 19BMGp listed Lt Pease as a member of crew 17 on the unit's move. His first combat mission was flown 10 December 1941, the first day of strikes against the Japanese. At 1400 hours, he took off from Clark in a B-17 carrying 19 one-hundred pound bombs. His targets were ships supporting the Japanese landings on the north coast of Luzon at Aparri. He made two bomb runs at 24,000 feet on a cruiser, and two on a transport. Bombs hit close to the cruiser, but no direct hits were observed on either ship. Lt Pease returned to Clark for gas and took off for Del Monte at 1830 hours. So began the eventful career of Harl Pease in WWII.

Forced to move to Del Monte on the island of Mindanao, the 19th's missions were staged through Clark for fuel and bombs, then on to their targets. However, as the Japanese continued their advance through the Philippines and their bombers came within easy range of Del Monte, the Group was again forced to withdraw, this time to Australia. Separated from the unit during the withdrawal, Lt Pease finally rejoined it in February 1942, when he was evacuated from Corregidor by submarine.

On 11 March, Lt Pease, piloting one of four aircraft, took off from Daly Waters, Australia, on a "special mission to the north." On his arrival at Del Monte, he found General MacArthur with his family and staff waiting to be airlifted to Australia. The entire party was visibly shocked at the sight of the airplane he had flown in, the only one of the four to make it. Gen MacArthur was not at all pleased with the airplane nor the "inexperienced boy" who claimed to be the pilot and voiced his concern by message back to 19th Headquarters. Refusing to "sentence his party to certain death," Gen MacArthur waited for better aircraft and more experienced crews to fly them out. Meanwhile, Lt Pease loaded his B-17 with 16 men who trusted both the pilot and the plane and flew back to Australia.

But experience was gained by all in the 19th during this time, experience that could be put to use with the new and better aircraft that began to trickle in, the B-17E. The Japanese fighter pilot already had great respect for the old rugged Flying Fortress, but this model of the B-17 added something new to the game, a "sting in the tail." That sting was two 50-caliber machine guns where no guns had ever existed before. No longer would the fighter pilot be able to sneak up on the 19th.

During the summer of 1942, another significant change took place. General George Kenney became Gen MacArthur's Chief of the Air Forces in the southwest Pacific and established the 5th Air Force. One of Gen Kenney's first big shows was to be a maximum effort mission against the Vunakanua airfield near Rabual, New Britain, on 7 August. Timed to keep the Japanese fighters and bombers occupied while the Marines were landing on Guadalcanal, he hoped the 19th would be able to put 20 B-17s over the target. Gen Kenney may have had some doubts about the mission when he heard



MSgt Robert S. Dunbar Jr
19 AREFW, Robins AFB

someone say that the 19th was not used to flying in such large numbers together.

The day before the Rabual strike, the now Captain Pease had lost an engine on his aircraft while on a bombing mission. Arriving back in Australia, he and his crew selected the most serviceable airplane available and prepared it for combat, "knowing that it had been found and declared unserviceable for combat missions." It, at least, had four engines that ran—. . . , well almost. One of the engines could have used an overhaul, but it was still in better shape than the engine that wouldn't run. Working the rest of that day and into the night, he and his crew "repaired" the plane and rejoined the Group at Port Moresby, Papua, New Guinea. Having arrived at about 0100 hours on the 7th, the crew loaded their aircraft with bombs, topped off the fuel, and finally got about three hours sleep before the mission. Even though they were not scheduled for this mission, they were not going to miss out on the "big show."

From Port Moresby to Rabual is a round trip of about 1100 miles with the 12,000 foot Owen Stanley Mountains enroute. In order to complete this mission, whether flying over or around these mountains, the B-17s required bomb bay fuel tanks. That morning, 7 August 1942, 16 B-17s thundered down the runway, all the planes that the 19th could put into the air. One crashed on takeoff, but the remaining bombers formed up for the long flight to Rabual. Before long, two B-17s turned back with mechanical problems, while 13 continued on led by Lt Col Richard H. Carmichael, the group commander. Getting closer to the target, Capt Pease had to nurse his bomber in order to stay with the formation because of that one "almost good" engine. Forty to fifty miles from the target, the group was attacked by more than 30 Japanese fighters. The fighters came boring into the side of the B-17 formation, the side that Capt Pease was on. His aircraft took the brunt of this first fighter sweep, and to compound problems, the engine that had been acting up quit! However, Capt Pease managed to stay in formation long enough to drop his bombs on target with the rest of the group.

After the bomb run, Capt Pease's aircraft fell behind the rest of the formation, losing altitude with one engine feathered. The Japanese fighters went in for the kill. Before long, a flaming bomb bay tank was seen being jettisoned from the aircraft. When last seen, Capt Pease's aircraft was in a life and death struggle. Like hungry wolves around a wounded elk, the Japanese fighters would not quit until their prey was down.

The crew never returned to Port Moresby, the only loss of the mission. While it was assumed that the crew was killed on this mission, some evidence exists that Capt Pease was a POW for a couple of months and then executed. But neither story was confirmed. Whatever their fate, their efforts contributed to the destruction of an estimated 50 to 75 Japanese bombers and fighters, aircraft that never went into action against the Marines on Guadalcanal.

The citation began with these words, "For conspicuous gallantry and intrepidity above and beyond the call of duty. . ." The "inexperienced boy," as Gen MacArthur had called him, ". . .displayed high devotion to duty, valor, and complete contempt for personal danger. His undaunted bravery has been a great inspiration to the officers and men of his unit." The Congressional Medal of Honor was awarded posthumously to Captain Harl Pease, Jr., in December of 1942. So ended his eventful career.

Thirteen B-17s went in on the target; twelve returned. On this one mission, the 19th Bombardment Group put forth its maximum effort. On this one mission, one crew led by a dedicated individual gave their maximum effort.

"Amour 14 Declaring an Emergency"

Capt David S. Reidy
912 AREFS, Robins AFB

One evening last winter, my crew and I and an extra pilot prepared our KC-135R for what was expected to be a routine air refueling followed by a celestial navigation leg and return to Robins AFB. It was a quiet clear night, the kind that makes you look forward to flying.

The preflight preparations were normal. At the completion of the preflight paperwork, the crew and I discussed the actions to be taken if we encountered various emergency situations. I'm glad we did. The takeoff was uneventful and as we began our climbout it appeared we had the mission "in the bag."

As our R jet screamed through flight level 250 for our assigned flight level of 270, the first indication of trouble came when the boom operator informed me over interphone that we had smoke coming into the cockpit. I turned around and for the first time in my flying career, could not see the back of the airplane due to thick billowy gray smoke. At that moment an odor of burning rubber or oil reached the cockpit.

Although the situation facing us was certainly not desirable, we had three things going for us: a clear night, an airplane already within landing gross weight limits and an experienced crew. Uncertain as to the exact cause of the smoke and fearing a possible fire, I elected to descend immediately and return to base for landing.

I directed the crew to go on oxygen, then informed them that we were declaring an emergency and initiating an emergency descent. That was all I had to say to the crew before they sprang into action. The pilot immediately began coordinating our emergency situation and return to base with Air Traffic Control and began the landing checklist. The navigator began squawking 7700 on the transponder and coordinating with the Robins Command Post for our recovery while the boom operator, assisted by the extra pilot, began to search for the source of the smoke.

As soon as we passed through 10,000 feet we switched the air conditioning system to ram air. Within a few minutes the smoke began to dissipate. The boom operator and extra pilot reported that they could not positively identify the source of the smoke but they strongly suspected the air conditioning system. Although the smoke was clearing, we all decided it was still a good idea to land the aircraft as soon as possible.

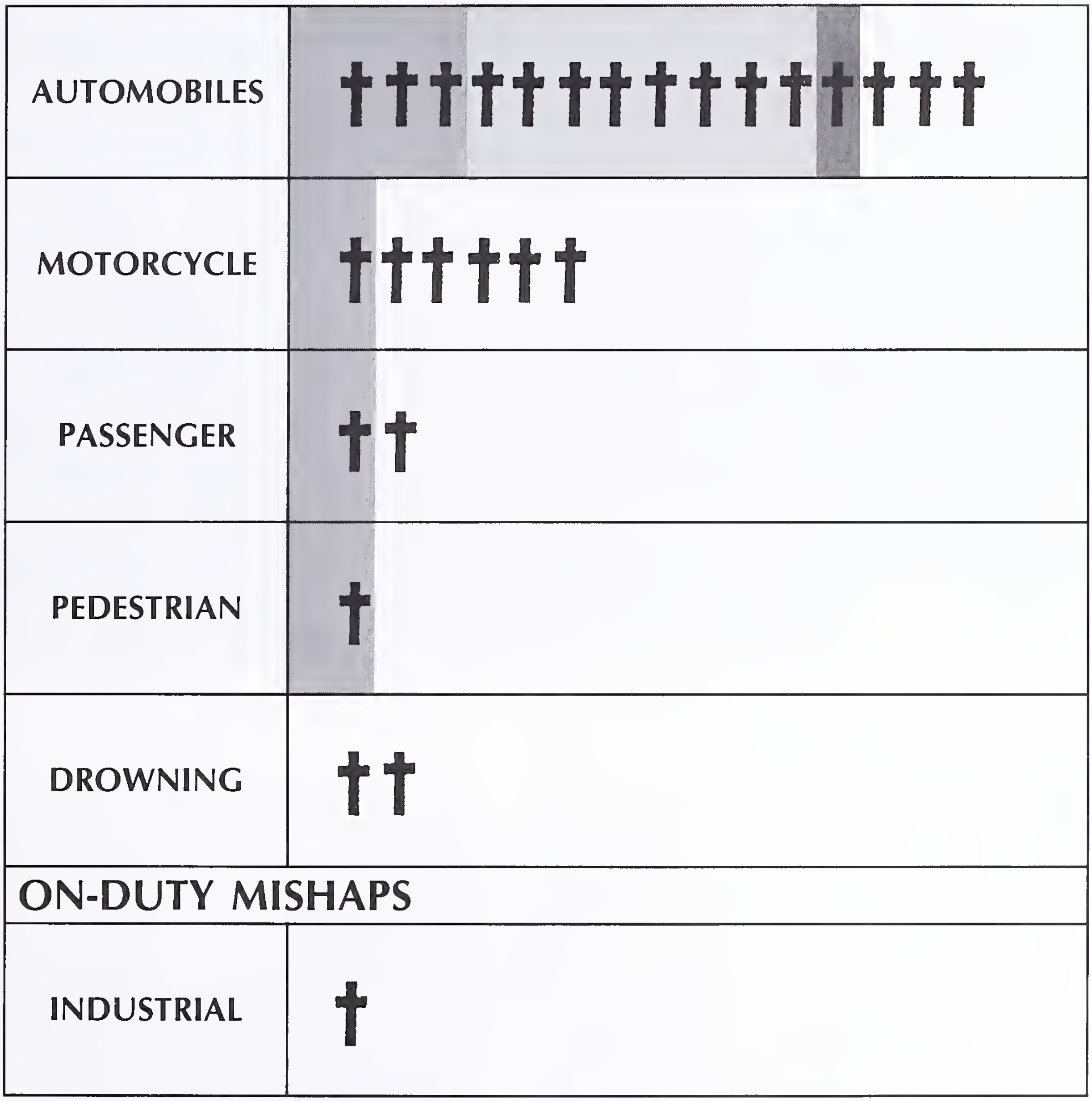
When on final approach, we coordinated with ground agencies on how and where we were going to evacuate the aircraft. We were informed that men and equipment would be waiting on the hammerhead at the far end of the runway and therefore planned our runway exit and evacuation there. The landing was uneventful and as soon as we were clear of the runway the aircraft was shut down, secured and evacuated safely.

From the time the emergency situation began until its conclusion the entire crew worked like clockwork. This was the result of prior coordination and understanding of each crew member as to what we were going to do in various emergency situations. Never before has the importance of this "crew plan" been so apparent to me.

In the aftermath of the situation, the problem was determined to be a faulty hydraulic check valve in the number four engine. The faulty valve allowed hydraulic oil to enter the air conditioning system and contaminate the cabin and cockpit air. Although the situation turned out not to be as life threatening as was originally conceived, not one criticizing remark was made about our decision to terminate the mission and land the airplane. In fact, several "well done" comments were received by the crew and both the airplane and crew are around to fly again another day. **FLY SMART, FLY SAFE.**

Crew of Amour 14: AC Capt David S. Reigy; pilot 1Lt Philip W. Jones; N Capt R. Danial Cheek; BO Sgt Charles T. Barr; extra pilot: Capt Timothy S. Morton.

SAC GROUND FATALITIES FY 87



SAC HAD 27 FATALITIES IN FY 87. (LOWEST YEAR EVER) THE LOWEST PREVIOUS YEAR WAS 1984 WITH 31.

Main Contributing Cause:

- ░ No Seat Belt; Alcohol Involved
- ▓ No Seat Belt
- ▒ Alcohol Related

The 379th Strikes Silver

Maj Jim Kristl
Editor

379 BMW team members celebrate their "silver strike" in winning their first Fairchild Trophy.

The 379th Bomb Wing from Wurtsmith captured its first Fairchild Trophy in the 31 year history of the Bombing and Navigation Competition.

The competition has evolved over the years. The changes in competition events were driven by weapon systems, tactics, and crew member inputs. This year was no different.

The selection process was altered to open the competition to everyone. Each available crew participated in an STR scored navigation leg for the tankers and two STR scored bomb runs/SRAM launches for the bombers. The crews were rank ordered according to their results and then randomly chosen out of the top 50 percent by HQ SAC to compete along with the top finisher in each wing. Additionally, the competition aircraft were chosen for the wing and no modifications to the aircraft were allowed.

These changes reflect the knowledge that any aircraft as well as any line crew must be ready to perform our primary mission. Phase I emphasized an EWO profile scenario including air refueling. The tankers flew navigation legs without the aid of calculators and computer generated products.

The top two crews continued on for Phase II which emphasized the conventional role. The aircraft recovered into a strange field and the crews were scored on their ability to service the aircraft safely and correctly. Air refueling and strange field recoveries were new challenging events that offer proof of how the competition evolves.

The purpose of the competition is: to demonstrate strategic bomber and tanker capabilities; test new equipment, procedures, tactics and concepts; and enhance esprit de corps by recognizing crew and unit professionalism.

From the first competition when three crews from ten bomb wings competed in 1948, the competition has grown to competitors from 18 bomb wings, 11 other refueling units including the Air National Guard and Air Force Reserve, a TAC F-111D wing and fighter interceptors from TAC's 1st Air Force.

The goal of every wing is to bring home the coveted Fairchild Trophy for the best combined bombing and navigation team scores for both bombers and tankers. It is proof that your team effort from maintenance members, support folks, and the crews is the best in the

Two new aspects of the 1987 competition were air refueling and strange field recoveries. Here a crew demonstrates their ability to service their aircraft safely and correctly at a strange field.

Lt Gen James E. Light, Jr., Fifteenth Air Force Commander, presents the Russell E. Dougherty SRAM Trophy to the 5 BMW team from Minot AFB.

Best Crew Awards

Best B-52, Crew E-41, 5 BMW, Minot AFB: Maj Gordy Kage, AC; Lt Ken Chase, P; 1Lt Malcolm Petteway, EW; Capt Ken Hlavacek, N; 1Lt Bob Singleton, N; A1C David Carr, G.
Second: Crew R-33, 379 BMW, Wurtsmith AFB.

Best FB-111, Crew R-43, 509 BMW, Pease AFB: Capt Terry L. Westcoat, P; Capt James F. McGinley, RN.
Second: Crew R-42, 509 BMW, Pease AFB.

Best TAC F-111: Crew R-01, 27 TFW, Cannon AFB.

Best KC-10, Crew R-016, 2 BMW, Barksdale AFB: Capt James S. Fowler, AC; Capt Thomas R. Laymon, P; TSgt Richard E. Rice, N; MSgt William T. Whorley, BO; TSgt Edward J. Mang, BO.
Second: Crew R-028, 2 BMW, Barksdale AFB.

Best KC-135, Crew R-015, 452 AREFW, March AFB: Maj Jim Bartek, AC; Capt Steve Schwartz, P; Maj Frank Bott, N; MSgt Bob Dunning, BO.
Second: Crew S-151, 92 BMW, Fairchild AFB.

command. The trophy is named in honor of Gen Muir S. Fairchild, WWI bomber pilot and Vice Chief of Staff of the Air Force.

The tension was high as the competitors arrived at Barksdale on November 23 for the score posting and symposium. Everybody making the trip to Barksdale is a winner, they've done their best. Now it's time to see how they stack up against their fellow professionals in the command. After all, this is the one chance where everyone faces the same targets under the same conditions. That's pretty darn close for comparison purposes and provides a major incentive to win.

Scoring for the competition was accomplished by the 1st Combat Evaluation Group. They were involved with the operation from the initial planning stages until the announcement of the results. Several STR sites sported the new computer automated precision radar/optical tracking system from LTV, which increased the accuracy of plotting mission results.

As the scores were revealed, the impact of the new rules became apparent. The scores were lower across the board due to the exclusion of computer products and the absence of specially designated competition crews.

Eighth Air Force won the Doolittle Trophy as the NAF whose B-52 units achieve the highest percentage of possible points for low level bombing, low level time control and SRAM on a total of eight missions.

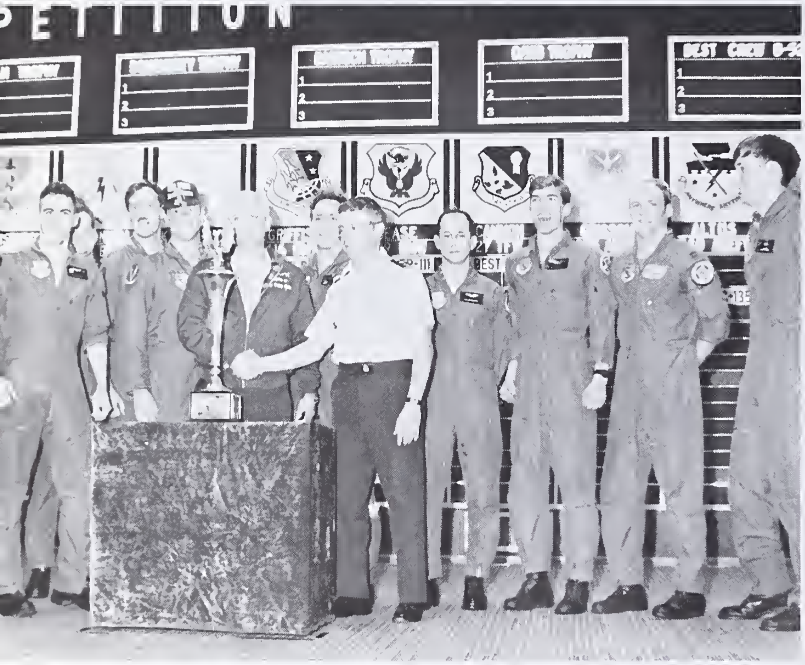
The 2nd Bomb Wing at Barksdale won the Richard H. Ellis Trophy as the Best KC-10 unit when they achieved the most points for all activity on eight missions.

The 5th Bomb Wing at Minot captured the Russell E. Dougherty SRAM Trophy when they earned 243 points more than their nearest competitor during SRAM operations.

The 97th Bomb Wing at Blytheville earned the James F. Bartsch ECM Trophy by achieving the most points in ECM activity on eight missions.

The Guard and Reserves dominated the tanker portion

Lt Gen James P. McCarthy, Eighth Air Force Commander, awards the Mathis Trophy to members of the 379 BMW, Wurtsmith.



In winning the John D. Ryan, the 379th beat their nearest competitor by more than 500 points.

With the ANG White Team winning the Bruce K. Holloway Navigation Trophy, the sweep of the active duty units was complete.

Team members from the 379 BMW, Wurtsmith, with their prize—the Curtis E. LeMay Bombing Trophy. The 379th also captured the William J. Crumm Linebacker Memorial Trophy.

of the competition this year by grabbing the silver away from the active duty units. The ANG White Team took home the Bruce K. Holloway Navigation Trophy by earning the most points on six missions in celestial navigation. The Reserve Team took the Saunders trophy home with them by edging the ANG White Team as they earned the most points for all activity.

The 379th earned the Mathis Trophy by scoring 300 points more than their closest competitor in the low bombing and time control portion of the competition. They also earned the John D. Ryan B-52 Trophy as the B-52 unit with the most points for low bombing including time control by gathering 500 points more than their closest rival. The William J. Crumm Linebacker Memorial Trophy was another addition to their list of trophies as they achieved the most points for high altitude bombing and time control. In competition for the Curtis E. LeMay Bombing Trophy, the 379th crews placed first and second.

The host 2 BMW from Barksdale AFB didn't travel far to collect the Richard H. Ellis Best KC-10 Unit Trophy.

The Saunders Trophy, awarded to the KC-135 unit with most points for all activity, went to the Air Force Reserve team.

The James F. Bartsch ECM Trophy was presented to proud members of the 97 BMW, Blytheville AFB.

When it was time to announce the winner of the Fairchild, the 379th with its impressive four bombing trophies was clearly the favorite. Its strong showing in all bombing activity helped carry the day. The 379th achieved the highest competition effectiveness (excluding the Fighter Intercept exercise and High Altitude Bombing) to win the Fairchild with a rating of .6434. The 379th demonstrated without a doubt that they are the top bombers of 1987 by capturing every bombing trophy in the competition.

The SAC crews who participated in the competition — almost a tenth of the SAC crew force — will go back to the units armed with the experience and insights that only competing against the best can provide. Many competition techniques will be refined and incorporated into the way we accomplish the mission. Every one can be proud of their efforts. **Congratulations to all.**

The TDY Continues. . . Part II

Capt Pete Katsufrakis
SIFC

One of the great things about being a SAC aircrew member is the opportunity to visit foreign countries. We've always been advised to look as sharp as possible as "ambassadors" of our country. This impression must start at the mission planning table when we put the pencil to the paper to work up a flight plan.

In this month's installment we are going to look at the sources of ICAO (International Civil Aviation Organization) information for the aircrew. We'll discuss the importance of using the Foreign Clearance Guide for mission planning, what types of information are in FLIP General Planning and Area Planning, and the normal and emergency procedures found in the Flight Information Handbook.

SACR 55-12 Air Operations states in paragraph 3-35 "use the USAF Foreign Clearance Guide (FCG) as the basic document during planning." SACR 55-12 then augments the FCG information enabling you to determine your flight restrictions, political implications, entry corridors, passport requirements, etc. The FCG is made up of an unclassified book which contains a general information book and four area books with regional and country breakdowns, and a classified supplement that must be consulted to avoid an embarrassing and potentially dangerous violation in foreign airspace.

The FCG contains information on the status of your aircraft once it lands on foreign soil. As an ILS sovereign instrument, your aircraft is entitled to certain rights which are recognized by other governments and explained in the general information section.

As you probably already know, any clearance into foreign airspace must be pre-coordinated. Normally, current operations will develop this request for you. However, if you find yourself needing to make the request yourself, the general information book will give you general guidance on clearance requests, and the area books will lay out the specifics for the region and country.

Finally, the FCG discusses the authorized entry and departure points inside and outside CONUS. Not just any base can be used because there are special customs, clearance and briefing requirements. Knowing the requirements for your destination is essential, but of equal importance is determining the availability and legality of alternates. Imagine landing or trying to land at a base only to find out it doesn't have a customs capability for your retiree passengers. In either case, chances are you will not even get the chance to set foot on the ground.

The ICAO helps to standardize international civilian flights. To do this it uses Standards and Recommended Practices (SARPS). Unlike U.S. FARs, SARPS are applicable only to civilians. As I mentioned in the previous article, the SARPS are not binding on ICAO member nations. Each nation can take the SARPS, make changes that fit that nation's airspace and these become its rules of the air. AFR 60-16 tries to incorporate the applicable SARPS, but for the latest information on ICAO in general, look to FLIP GP Chapter Four, Five, and Six. For individual countries, FIR/UIRs, and regions, in particular look to the Area Planning Documents.

FLIP GP Chapter Four contains the proper procedures for completing the DD Form 1801, the DOD International Flight Plan. If by chance you don't have an 1801 and are at a foreign location filling out the ICAO flight plan, the SARP labeled Annex Two, Rules of the Air, contains complete instructions in its appendix.

FLIP GP, Chapter Six, contains the general ICAO procedures. These include discussions of military compliance and compatibility with ICAO, air traffic services, basic descriptions of VFR and IFR, IFR flight in and out of controlled airspace, altimeter setting procedures, ATC clearances, dimensional units and other topics.

Let's look at altimeter settings other than in the good ol' U.S.A. Since the rest of the world deals in metric you won't always hear your altimeter setting given in inches, but more likely in millibars. When this happens, refer to the Flight Information Handbook (FIH) for the chart to convert millibars to inches.

The Area Planning Documents (1, 2 and 3) contain procedures for flights by region, FIR/UIR and nation. In each of these sections there are six mandatory entries: dimensional units, visual flight rules, instrument flight rules, altimeter setting procedures, position reporting procedures and vertical separation. The word "standard" will be shown by the mandatory entry when the applicable rules are the same as the worldwide procedures published in GP Chapters Five and Six, and the FIH (for position reporting). Additional information required by the crew is included in sections labeled as: flight planning, ATC clearances, hazards, route and area restrictions, etc. This information will give the aircrew a "heads up" to the different ATC procedures and airspace they will encounter.

The last FLIP publication to bring out is the FIH. It is the sole source of ICAO information for the emergency procedures such as the Search and Rescue Satellite, air intercept procedures, two-way radio failure procedures (for ICAO in general and countries that have differences to the ICAO standards) and distress/urgency signals.

The FIH also contains the worldwide HF aeronautical stations list. By comparing your route of flight to the maps depicted in the FIH you can determine which ATC units you will be talking with. The maps are approximations of areas of responsibility, so for the most accurate information look at the enroute charts. The charts will give you exact information on the location of the ATC boundaries and what frequencies to use in them. These agencies and their frequencies are also listed in the IFR Supplement.

The bottom line is. . . flying outside the CONUS is very difficult if you are not prepared. There is a wealth of information available for preplanning that a crew should use when operating in this unfamiliar airspace. Next month we'll finish up ICAO with a look at how to identify the controlled and uncontrolled airspace, and what actions to take in these types of airspace, and also the different altimeter setting procedures that you will encounter. Fly safe and fly smart and if you have any questions give SIFC a call at 347-4571.

Make sure the base you're landing at has customs capability for your passengers. The Foreign Clearance Guide discusses the authorized entry and departure points outside the CONUS.

THE CUTTING EDGE

Checking your investment in deterrence

Capt Brian A. Hanson
3901 SMES

The door swung open and an exhausted crew commander, Capt Steve Smith, and his deputy, Lt John Jones, exited the missile procedures trainer for the debriefing room. They talked quietly about some of the scenarios, presentations and status they had seen during the past three hours, but were left with an empty feeling they'd barely "survived" their latest trip to "the box."

"Gentlemen," a voice rang out, breaking the silence of the room, "your crew committed a critical deficiency and several minor deficiencies during today's ride...let's talk about these problems."

"Good thing it was only a trainer ride, we've sure had a lot of bad luck in the trainer lately," Capt Smith said to his deputy as he breathed a sigh of relief, knowing his crew's delinquency date was near. Recurring MPT training or standardization evaluation? Does it matter? Should it?

It seems as though I've been bombarded recently with a lot of calls, literature and other information regarding various investment programs; all seeming to have the advertised goal of ensuring my financial future is sound. While evaluating my financial future, I paused and thought of other "shares of stock" in my other portfolio, my professional "portfolio" as an Air Force officer and SAC missileer. A professional portfolio, as I'm defining it, can take on different forms and isn't financial in content. What I'm talking about are some of the concepts or ideals which drew us to the Air Force or SAC and how we'll react to doing a routine job or daily activity with the utmost in professionalism.

As a SAC missileer, we know what it is to "prove our stuff," be it the first evaluation at initial Qualification Training at Vandenberg or that recurring evaluation at the unit. It's the logical conclusion to the "training, testing and evaluation" cycle present in our crucial business of strategic deterrence. Our readiness and proficiency must unquestionably be "tops" to ensure our deterrence "market indicators" continue remaining on the high plateau that they have.

In building a crew proficiency portfolio, training—developing the expertise needed to operate and maintain our complex ICBM systems—is definitely a "blue chip" stock to be bought. Without this, our basic investment in deterrence is, at best, unstable. Standardization and evaluation activities—the quality assurance activities involving the methods and materials we use to accomplish training—are equally important to ensure the corporation's stock is truly "blue chip." This, in turn, ensures our deterrence structure is sound and reliable. The "training the same way we intend to fight" aspect of our corporate charter must continue to be the way we do business—always occupying center stage.

During the past few years (and serving as the "securities analyst" in this discussion) both as a wing and now more recently as an SMES evaluator, I've noticed successful crews continue to do business in generally a consistent manner. They've built up similar crew proficiency portfolios. Here are some additional approaches to consider adding to yours:

- **Do the job right, always**. Safety, security, nuclear surety and all other aspects of the mission are integrally tied together as the way the MPT "rides" are accomplished should always be identical to the way alert duties are performed. Nothing more, nothing less.
- **Prepare, and then prepare some more**. Some crews may feel "on alert" means only the period of time from when the alert's accepted until relieved at changeover. The MPT session, and subsequently, the alert should be the culmination of being mentally, physically and operationally always "ready" to do the job. Resolving weapon system or EWO questions and clarifications must be done as soon as they're discovered to keep one's knowledge and proficiency at its sharpest level. There aren't any evaluation outbrief deficiency codes available for "bad luck" or "bad days" as experienced by Capt Smith and

Lt Jones, so we always need to be responsible for our own and our crew's proficiency.

- **Use and follow the technical data and regulations**. Remember, tech data and regs provide the optimal "permissible" operations—if there is a better mousetrap, submit an AFTO Form 22. Re-reading the system description, operating practices, notes, tables and other areas of these media should solidify completely the concepts mentioned in monthly training and MPT sessions. Understanding the applicability of a particular procedure to a given situation is central to correctly using these documents and solving the problem or scenarios at hand.
- **Build a game plan**. This is the "who does what when" aspect of successfully completing an MPT training or evaluation session and alert duty based on wing techniques and other proven ways of getting the job done right. It's truly at the heart of the "training the way we plan to fight" philosophy of accomplishing the mission.
- **Do our best, even when nobody is watching**. It leaves us with a sense of accomplishment and "good feeling" of having excelled. Why be second best when we can be "tops"?

For nearly 30 years, SAC missileers have helped maintain the constant vigilance of protecting our way of life. The hardware, technical orders, and weapon systems have changed over time, but the people who operate, maintain, secure, and support the ICBM mission use the same techniques to make it all happen. As anyone can see, a crew proficiency portfolio is nothing which isn't readily available to any crew member who wants to invest the time and effort. So MPT training session, standardization evaluation, or alert—no difference, right? So let's buy some more shares in the corporation and further the tradition.

PROFESSIONAL PERFORMERS

MISSILE CREW

Missile Crew

The 321 SMW Minuteman Crew R-065, 1Lt Mitchell L. Goodrich, MCCC, and 1Lt Thomas H. Maas, DMCCC, is SAC's Missile Crew of the Month.

While on alert recently, Lts Goodrich and Maas were notified of a maintenance vehicle rollover near a launch facility. One team member suffered a broken arm while another individual sustained a serious head injury. The crew immediately directed first aid actions and notified the Base Hospital, Wing Security Control and the Command Post of the accident. Realizing time was critical, Lt Goodrich directed a helicopter in the vicinity to divert to the LF. The quick thinking of the crew resulted in swift medical treatment for the injured maintenance personnel.

On another alert, the crew was faced with loss of their Launch Control Facility Processor and Air Force Communications System equipment. These losses were particularly significant as they took place during a SAC IG directed OLYMPIC PLAY exercise and only a few hours before a communications test was to begin. Working quickly and with great precision, Crew R-065 flawlessly performed operator maintenance and directed maintenance personnel to their duties. The result of their hard work and thorough weapon system knowledge was a timely restoration of all communications and status monitoring capabilities.

Aircraft Maintenance

TSgt Michael E. Blanchet, 96 BMW, Dyess AFB, is SAC's Maintenance Airman of the Month. Assigned to the flight systems branch as a shift supervisor, the high reliability and capability rates for all communications and navigation systems on his wing's aircraft can be directly attributable to Sgt Blanchet's excellence as a leader and technician. Sgt Blanchet is the driving force behind the successful Cross Utilization Training (CUT) program. Through his initiative, CUT training has progressed to the point where the branch can continue quality maintenance on all KC-135 and B-1B systems without having all five of the assigned AFSCs available. He has also been instrumental in saving Air Force funds through the use of the Zero Overprice Program. A recent price challenge he submitted resulted in the price for a multimeter being reduced from $11,000 to $182.00.

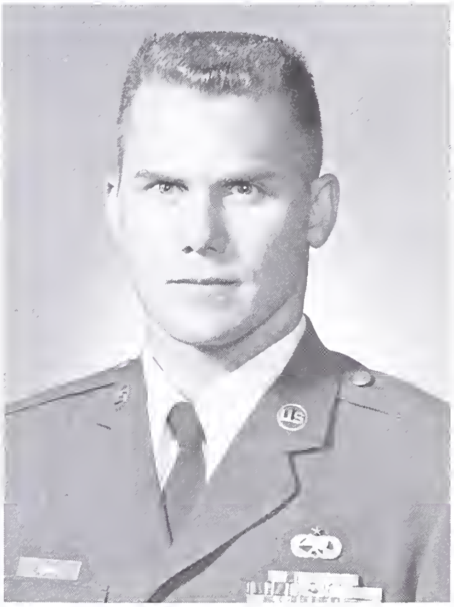
AIRCRAFT MAINTENANCE

Missile Maintenance

SSgt Michael L. Snodgrass, 44th SMW, Ellsworth AFB, is SAC's ICBM Maintenance Airman of the Month. Sgt Snodgrass, filling the role of flight supervisor, has submitted numerous Technical Deficiency reports to correct technical data errors. He has devised a system to crosscheck lesson plans and eliminate training deficiencies in security malfunction troubleshooting training. Sgt Snodgrass maintains an excellent record with a 100 percent work order completion rate, 100 percent evaluation pass rate, and 100 percent codes testing average. While acting as the shop team dispatcher, he devised numerous innovative procedures which increased the ontime dispatch rate to 85 percent. He also cut the number of shop attributable late departures to nearly zero. Sgt Snodgrass holds the title of "Best Electro-Mechanical Team in SAC" from the 1987 Olympic Shield Missile Combat Competition.

ICBM MAINTENANCE

MUNITIONS MAINTENANCE



Munitions Maintenance

SSGT James A. Trainor, 410 BMW, K.I. Sawyer AFB, is SAC's Munitions Airman of the Month. Assigned to the munitions loading section as a weapons loading flightline supervisor, Sgt Trainor's abilities to manage and direct subordinates have been recognized by his superiors. His direction helped his wing improve not only daily loading operations but also generation ability and efficiency, as evidenced for all the 410th's local or higher headquarters initiated generations being rated no less than "excellent" for the past year. Outstanding performance, leadership and technical expertise are among Sgt Trainor's strongest traits.

TOP STICK

Capt Norman R. Ham Jr
909 AREFS, Kadena AB

Anyone who has ever pinned on a pair of wings is undoubtedly proud of his or her achievement and can appreciate the amount of time and dedication involved. This "pride in airmanship" is something we'll carry with us throughout our careers, but will only play a prominent role if it is nurtured and kept at a high standard. No two pilots have the same set of standards, nor are they motivated by all the same factors. We are all driven by highly competitive instincts and find ourselves being evaluated and scrutinized on a regular basis. On the whole this environment does help to maintain fairly high standards of airmanship. Perhaps these standards could be raised higher if we tapped into a different side of our competitiveness and tried to bring out the pure spirit of competition. Compete for fun, just as we do in softball, golf, or any other extracurricular activity. We tried it at Kadena in the form of a KC-135 landing competition and it worked great.

The 909 AREFS had the most successful year in the squadron's history in 1986. In January we rated an "Excellent" rating when SAC picked us to try out their first Conventional Operational Readiness inspection. SAC's 1st Combat Evaluation Group followed on their heels and we started the summer with an "Outstanding" rating from them. This relatively busy schedule was followed by a hectic typhoon season in which the 376th Strategic Wing evacuated on four different occasions. Well, how does one keep a good team motivated after they've "done it all" and are resting on past accomplishments? How does one maintain a high level of interest and motivation, thus keeping the pilots' flying skills sharp?

We've already got enough no notice check rides, emergency procedures exams, and "adult supervision" on most every flight. No more threats, but positive motivation. The 909 AREFS Squadron Commander, Lt Col Thomas D. Deriso, read in the ORI Crossfeed about a landing competition that the 509 AREFS at Pease AFB conducted and decided a landing competition would fit the bill here at Kadena. He gave the project to training flight and they developed the ground rules and grading criteria and worked with scheduling to set up the details. The event was purely voluntary in nature.

The task of developing the mechanics for the competition, grading criteria, and awards was given to our IPs in training flight, Maj Leon Hoffsette and Capt Bob Castiglione. The idea of a landing competition sounds pretty simple, but there were many details to work out and more than a few bases to cover. When was the best time to have it and allow the most pilots to compete? Alert changeover day from 7 - 10 a.m. was selected as the ideal time to allow the pilots going on and coming off alert to participate. Two tankers were launched at 7 a.m. with 10 pilots on board each one. After each pilot on board got his VFR pattern and landing the plane would taxi back and pick up the second group. All the pilots went on one aircraft and the aircraft commanders and instructor pilots on the other one to avoid dual seat swaps in the short VFR pattern. All of the pilots involved assembled for a mass briefing at 0530 to go over the procedures, grading criteria and safety. Of course the grading system and judges were big attention getters. Maj Hoffsette and Capt Castiglione had thought this out and came up with a pretty foolproof system. Each pilot was assigned a random number and prior to each approach the nav would call the number to the judges over 321.0 MHZ; thus the judges graded a "number" only. Each approach and landing was graded on five different categories: 1) final turn, 2) final approach, 3) landing attitude, 4) landing, 5) landing point. Each category received a score of 1 to 5 with 5 being flawless, therefore maximum points per judge was 25 and with four judges the max score was 100. The judges invited to grade the competition happened to be two rated and two nonrated colonels and lieutenant colonels. One of the rated guys was a lieutenant colonel in charge of our field maintenance squadron and the other was the vice commander of the 18th Tactical Fighter Wing. The nonrated guys were our chief of maintenance and deputy chief of maintenance. These two were "delighted" to be able to tell crew members what their landings looked like. The judges were placed on a taxi way abeam the landing point 2,000 feet down the runway. In addition to the four judges on the ground the commander of each aircraft graded each pilot on their center line alignment. I guess you can say the judges had every angle covered. Of course the most critical judges were sitting up on "Habu Hill," a small knoll 400 yards abeam the landing point. These were the wives armed with video cameras and zoom lenses. The supervisor of flying parked on the hill with them and announced each pilot's name as he came in to land. The "official" video camera was set up on the taxiway and pictures don't lie as we all saw at the wing officers call a couple weeks later. The turnout of officers and their spouses was the best I had seen in four years. Everyone got a chance to view their approach and landing, which were subtitled with each pilot's name

Each pilot had a chance to claim the bragging rights for "Top Stick."

Competition increases motivation and unit cohesion.

Looks like a "10" to me.

TOP STICK

With the competition complete, here are the only authorized wearers of the "Top Stick" patch. Col Larry D. Sykes, 376SW/CC; Lt Daniel J. Soltys, pilot; Capt Norman R. Ham, Jr.; AC, and Maj Dave Fundarek, IP.

a big hit, especially with the "golden hands" guys who won the competition. The competition couldn't have gone any smoother and was such a success that a "geriatric competition" was held for the O-6s in the wing. The "crew dogs" (I can say that since I am one) really enjoyed critiquing the colonels' approaches and landings. Naturally the crews who participated as judges weren't required to place their names on the grade sheets. When the results were tallied the "geriatric winner" was Col Larry D. Sykes, Best Pilot was 1Lt Dan Soltys, Best Aircraft Commander was Capt Norm Ham and Best Instructor Pilot was Maj Dave Fundarek. Each winner received a "Landing Competition Winner" patch that Capt Castiglione had designed and a few pats on the back with congratulations.

Since our competition was so easy to pull off, we decided to challenge the 349 AREFS crews TDY here from Beale AFB. This was done under the Silver Gauntlet program which is specifically set up to encourage competition between different wings and squadrons. Beale had four crews here at the time so we matched their four pilots with pilots of our own who had approximately the same number of flying hours. Again four judges were drafted, two from each squadron, and the same rules previously used were applied. After it was all over, the Beale "Bandits" were invited to the 909 AREFS lounge to enjoy a beverage of their choice and hear the final winner of the challenge announced. The end result was that the 909 AREFS squeaked by to win in an extremely close contest. The 349 AREFS has challenged us to a rematch to be held this fall, and I'm sure the competition won't end there.

Everyone who participated in this landing competition gained something from the experience. As far as camaraderie, how often do we get 30 or 40 pilots together just to compete and have fun? Landing is unarguably the most critical phase of flight in the KC-135 as can be witnessed if one reviews the mishaps that have occurred over the past few years.

This competition gave us the chance to both collectively view our ability to fly and land this aircraft and for each individual to evaluate their landing technique and see if there are some areas that need work. The landing competition is now a semiannual event at Kadena with everyone honing their skills to get that "prized" line green patch. Capt Castiglione did a great job on the patch. In fact, since I was lucky enough to snag one of those patches myself last April, at least one person in every base operations, flight line, or club I've walked into has either asked about it or for it.

In closing, I hope this article inspires other SAC squadrons to use innovative ideas to promote pride in airmanship. A landing competition is only one example. There are probably many other ways to also challenge navigators, EW's, boom operators, or other crew specialties with competitive events. If you have an idea, talk it over with your operations officer—you may be on the right track to put more fun into flying your aircraft and learning much more in the process. Good Luck! Fly Safe! Fly Smart!

SAC SAFETY SCREEN

The SAC Safety Screen is an honor roll of SAC's most professional crews. To gain listing on the Screen, crew members must be nominated by their unit commanders and meet high selection criteria of experience in their aircraft or missile system *IAW AFR 127-2/SS1.*

321 SMW, Grand Forks Crew R-022: MCCC 1Lt Edward C Crawford, DMCCC 2Lt Jay B Helming

341 SMW, Malmstrom Crew E-153: MCCC 1Lt Jeffrey A Hunt, DMCCC 2Lt Matthew M Spencer

337 BMS, Dyess Crew E-12: AC Capt Mark K Simmons, P Capt William V Beatovich, OSO Capt Steven J Borecky, DSO Capt Nelson W English

337 BMS, Dyess Crew R-22: AC Capt James F Baker, P Capt Timothy J Smith, OSO Capt Darryl B Kreitman, DSO Capt Ray S Adkins

917 AREFS, Dyess Crew E-114: AC Capt Thomas E Ritchie, P 1Lt Jerry G Schmid, N 1Lt Robert T Green, BO Sgt Billie J Black

917 AREFS, Dyess Crew E-134: AC Capt Robert J Mathews, P 1Lt Nancy Vonasek-Farrar, N 1Lt Michael Gottstine, BO SSgt John T Salzman

128 AREFG, Gen Mitchell Fld, Milwaukee (WIANG): IP Capt John E Conrad, P 2Lt Louis P Perillo, N Capt Michael R Starich, BO Sgt Robert W Derrick

924 AREFS, Castle Crew R-117: AC Capt Paul A Nelson, P Capt Andrew M Wolfe, N 1Lt Timothy E O'Brien, BO A1C Timothy J Green

93 AREFS, Castle Crew: IAC Maj John R Michael, IN Capt Andre Lawson, IBO TSgt Thomas S Dewitt

93 AREFS, Castle Crew: IAC Maj Francis M Privett, IN Capt Thomas L Allen, IBO MSgt Jack W Sprague

24 SRS, Eielson Crew R-07: IP Capt Jack Elliott, MC 1Lt Robert Hopkins III, IN Capt Steve Willard, UN Capt Mike Lee, UP Maj Steve Hatfield, FP Col James Holmes, FS Col Dennis Franks

596 BMS, Barksdale Crew R-73: MP Capt Solomon R Danzig, MC Capt Joseph P Cavalet, MR Capt Michael J Horgan, MN 1Lt Kevin D Conrad, ME Capt Christopher W Sartin, MG SSgt William J Leclair

351 SMW, Whiteman Crew E-160: MCCC Capt Kimberly S Pierce, DMCCC 2Lt Julia A Gibbons

596 BMS, Barksdale Crew R-84: MP Capt Jeff C Mason, MC 2Lt Christopher J Bain, MR Capt Edgar L Tindall, MN Capt Rafael L Rodriguez, ME 1Lt Jonathan S Phillips, MG A1C Dale R Jackson

32 AREFS, Barksdale Crew R-025: AC Capt William W Waddell, P 1Lt David W Webb, FE TSgt Donald McAllister, BO SSgt Donald R Hess

71 AREFS, Barksdale Crew R-126: MP Capt James R Wright, MC Capt Jeff A Triphahn, MN Capt Michael L Ayres, IB Sgt Jonathan H Tucker

7 AREFS, Carswell Crew R-124: AC Capt James R Alexander, P 1Lt Michael J Holcomb, IN Capt William R Hurt, MB Sgt Richard A Brack

9 BMS, Carswell Crew R-91: AC Capt David W Bruce, P 1Lt Billy R Smith, RN Capt Loren K Watts, NN Capt Marcus G Boyette, EW Capt Glenn G Williams, AG Sgt Mark D Adame

20 BMS, Carswell Crew E-42: AC Capt Craig O Sutton, P Capt David L Quintana, RN Capt Robin L Damiata, NN Capt Christopher E Moran, EW 1Lt Kent L Namikas, IS SSgt Thomas E Hayden

338 CCTS, Dyess Crew Z-62: IP Maj Carl D Higginbotham, IOSO Maj Fred R Easterlin, IDSO Capt Robert C Knox Jr

338 CCTS, Dyess Crew Z-73: IP Maj Gary G Keihlbaugh, IOSO Maj Michael D Canion, IDSO Capt Warren R Anderson

328 BMS, Castle Crew IT-28: IAC Maj Michael Sjoberg, IAC Capt Walter F Ledford, IRN Capt Stephen L Butler, IRN Capt Timothy N Coakley, IEW Capt Jeffrey W Kelley, IG TSgt Dennis J Kelly

328 BMS, Castle Crew IT-37: IAC Capt Robert T Miller, IRN Capt John A Branly, IEW Capt Keenan K N Fong, IG TSgt Robert A Worsham

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